

4.7 Hazards and Hazardous Materials

4.7.1 Environmental Setting

PHYSICAL SETTING

Hazardous Materials

The California Code of Regulation defines a hazardous material as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed. Hazardous materials include a wide variety of substances commonly used in households and businesses. Motor oil, paint, solvents, lawn care and gardening products, household cleaners, gasoline, and refrigerants are among the diverse range of substances classified as hazardous materials. Federal, State, and local agencies identify hazardous materials based on characteristics defined as hazardous by such agencies.

Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. Hazardous materials and hazardous wastes are classified according to four properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases). Nearly all businesses and residences generate some amount of hazardous waste. Certain businesses and industries, including gas stations, automotive service and repair shops, printers, dry cleaners, and photo processors, generate larger amounts of such substances. Hospitals, clinics, and laboratories generate medical waste, much of which is also potentially hazardous.

Hazardous Materials Sites

Releases, leaks, or disposal of chemical compounds, such as petroleum hydrocarbons, on or below the ground surface can lead to contamination of underlying soil and groundwater. Disturbance of a previously contaminated area through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials or hazardous vapors. Improper handling or storage of contaminated soil and groundwater can further expose the public to these hazards, or potentially spread contamination through surface water runoff or air-borne dust.

Areas with known or suspected release of hazardous materials to soil and groundwater, and where current cleanup activities monitored by the State Water Quality Control Board or the California

Department of Toxic Substances are active, are shown in Figure 4.7-1 and listed in Table 4.7-1. The sites are primarily located in eastern Belmont, concentrated in the Belmont Village PDA and Harbor Industrial Area. Most of the sites in Belmont are Leaking Underground Storage Tanks (LUSTs) sites; many of these sites are automobile-related, such as gas stations or auto repair shops. Two school sites—associated with Ralston Middle School and Carlmont High School—are listed as under investigation. The Planning Area also currently has sites undergoing remediation for contamination with hazardous materials. Some contaminated sites are on vacant parcels or properties with the potential to redevelop. Contamination does not render these sites unusable, but may require time and funding for cleanup, and in some cases, may limit allowable land uses.

Table 4.7-1: Hazardous Materials Sites in the Planning Area

| <i>Site Name¹</i> | <i>Address</i> | <i>Status²</i> |
|--------------------------------|----------------------------|---------------------------|
| Cleanup Program Site | | |
| Immaculate Heart Of Mary | 1040 Alameda de Las Pulgas | Completed - Case Closed |
| Brusco Property | 248 Harbor Blvd | Open - Site Assessment |
| PKS Cleaners | 390 El Camino Real | Completed - Case Closed |
| Former Baron-Blakeslee (Purex) | 511 O'Neill Ave | Open - Remediation |
| Circraft Inc | 519 C Marine View Ave | Open - Inactive |
| New Mode Cleaners | 615 Harbor Blvd | Open - Inactive |
| Quan Property | 847 Old County Rd | Open - Inactive |
| Land Disposal Site | | |
| Belmont Island Landfill | 700 Island Parkway | Open - Inactive |
| LUST Cleanup Site | | |
| Wong Family Trust | 1000 El Camino Real | Completed - Case Closed |
| Southern Pacific | 1001 El Camino Real | Completed - Case Closed |
| Chevron 9-3260 | 1001 Shoreway Rd | Completed - Case Closed |
| Belmont Car Wash | 1051 El Camino Real | Completed - Case Closed |
| City Of Belmont-Corp Yard | 110 Sem Ln | Completed - Case Closed |
| Howard Tire Company | 120 El Camino Real | Completed - Case Closed |
| Texaco | 1200 El Camino Real | Completed - Case Closed |
| Acme Movers | 1309 Elmer St | Completed - Case Closed |
| Lo Coco Liquors | 1340 El Camino Real | Completed - Case Closed |
| Carlmont High School | 1400 Alameda De Las Pulgas | Completed - Case Closed |
| Bogenhuber Property | 1510 Old County | Completed - Case Closed |
| Story's Brake Services | 1670 Old County Rd | Completed - Case Closed |
| Shell Oil | 2000 Ralston Ave | Completed - Case Closed |
| Belmont Plaza | 2040 Ralston Ave | Completed - Case Closed |
| Chevron 9-2712 | 2045 Ralston Ave | Completed - Case Closed |
| Brusco Property | 248 Harbor Blvd | Completed - Case Closed |
| Raker Roofing | 333 O'Neill Ave | Completed - Case Closed |

Table 4.7-1: Hazardous Materials Sites in the Planning Area

| <i>Site Name¹</i> | <i>Address</i> | <i>Status²</i> |
|-------------------------------------|----------------------------|-----------------------------|
| Baymont Properties | 425 Harbor Blvd | Completed - Case Closed |
| Arco #0613 | 470 Ralston Ave | Completed - Case Closed |
| Williams & Burrows Inc | 500 Harbor Blvd | Completed - Case Closed |
| U-Haul #708-78 | 554 El Camino Real | Completed - Case Closed |
| Sam Trans | 580 Quarry Rd | Completed - Case Closed |
| Peninsula Card Lock | 610 Harbor Blvd | Completed - Case Closed |
| Unocal Station #4519 | 699 Ralston Ave | Completed - Case Closed |
| Apollo Oil | 701 Harbor Blvd | Completed - Case Closed |
| City Of Belmont Fire Dept | 875 O'Neill Ave | Completed - Case Closed |
| Vancea Auto Services | 900 El Camino Real | Completed - Case Closed |
| Post Office Parlor | 935 Old County | Completed - Case Closed |
| Chevron 9-0578, Former | 990 El Camino Real | Completed - Case Closed |
| Belmont 76 Service Center | 995 Ralston Ave | Completed - Case Closed |
| School Investigation | | |
| Carlmont High School Music Building | 1400 Alameda De Las Pulgas | Inactive - Action Required |
| Ralston Middle School | 2675 Ralston Ave | Inactive - Needs Evaluation |
| State Response | | |
| Western Grinding Services | 601 Harbor Blvd | Certified |
| Tiered Permit | | |
| Wesgo, Inc. | 477 Harbor Blvd | Inactive - Needs Evaluation |

Notes:**I. Site Definitions:**

Cleanup Program Site: regulates and oversees the investigation and cleanup of 'non-federally owned' sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred.

Land Disposal Site: Waste management units where waste is discharged on land for treatment, storage, and disposal. These sites include waste piles, surface impoundments, and landfills.

LUST Cleanup Site: The prevention, cleanup, and enforcement of water degradation or pollution associated with underground storage tanks. Underground storage tanks are defined as one or more tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground.

School Investigation: Identifies proposed and existing school sites that are being evaluated by Department of Toxic Substances Control (DTSC) for possible hazardous materials contamination. School sites are further defined as "Cleanup" (remedial actions occurred) or "Evaluation" (no remedial action occurred) based on completed activities. All proposed school sites that will receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.

State Response: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Table 4.7-1: Hazardous Materials Sites in the Planning Area

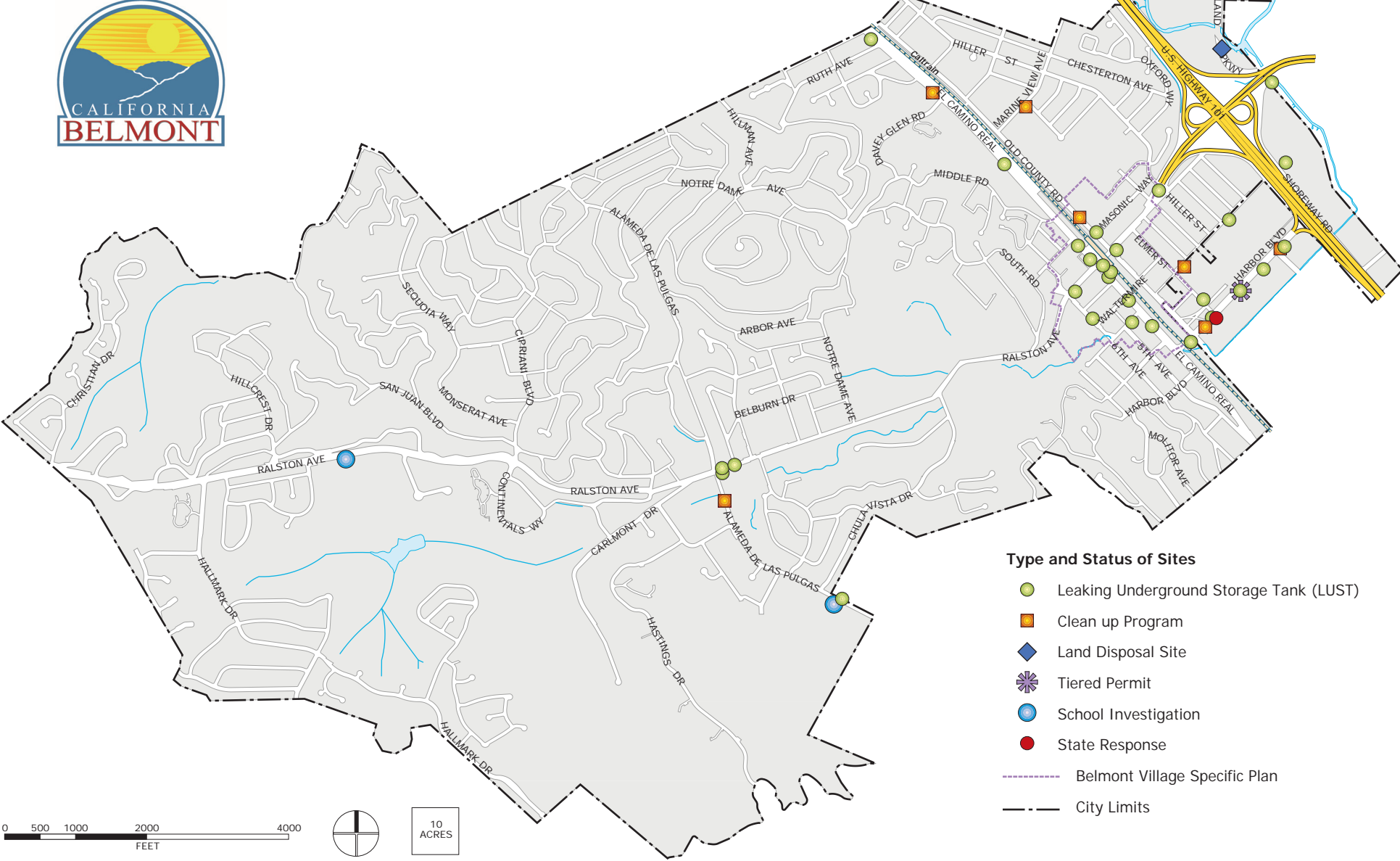
| <i>Site Name¹</i> | <i>Address</i> | <i>Status²</i> |
|--|----------------|---------------------------|
| Tiered Permit: Tiered permitting is a five-level hazardous waste treatment, storage and disposal (TSD) authorization program. The first three tiers are designed to regulate on-site treatment of hazardous waste. The fourth tier, or "Standardized Permit" is for off-site treatment or storage of wastes that would not require a federal permit, such as waste oil storage or precious metal recovery services. The final tier is that of a full treatment, storage or disposal (TSD). | | |
| 2. Status Definitions: | | |
| Certified: Identifies completed sites with previously confirmed release that are subsequently certified by DTSC as having been remediated satisfactorily under DTSC oversight. | | |
| Completed – Case Closed: A closure letter or other formal closure decision document has been issued for the site. | | |
| Inactive – Action Required: Identifies non-active sites where, through a Preliminary Endangerment Assessment (PEA) or other evaluation, DTSC has determined that a removal or remedial action or further extensive investigation is required. | | |
| Inactive – Needs Evaluation: Identifies non-active sites where DTSC has determined a PEA or other evaluation is required. | | |
| Open – Inactive: No regulatory oversight activities are being conducted by the Lead Agency. | | |
| Open – Remediation: An approved remedy or remedies has/have been selected for the impacted media at the site and the responsible party (RP) is implementing one or more remedy under an approved cleanup plan for the site. | | |
| Open – Site Assessment: Site characterization, investigation, risk evaluation, and/or site conceptual model development are occurring at the site. | | |

Sources: GeoTracker, State Water Resources Control Board (SWRCB); Envirostor, Department of Toxic Substances Control (DTSC), 2016.

Solid Waste Disposal and Transfer Sites

The California Department of Resources Recycling and Recovery (CalRecycle) is responsible for managing California's solid waste stream, and works in partnership with local government, industry, and the public to reduce waste disposal and ensure environmentally safe landfills. CalRecycle maintains the Solid Waste Information System database, which contains information on landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal facilities. A review of the database in November 2016 finds one listed site within the Planning Area, as shown in Table 4.7-2, and two additional sites within a few miles of the Planning Area. The Shoreway Environmental Center, an active, permitted recycling and transfer facility, is located just outside of the Planning Area to the southeast, and the Redwood Shores Landfill, a closed solid waste disposal sites, is located east of the Planning Area.

Figure 4.7-1: Hazardous Materials Sites



Source: GeoTracker, State Water Resources Control Board (SWRCB), 2016
Envirostor, Department of Toxic Substances Control (DTSC), 2016

Table 4.7-2: Solid Waste Disposal and Transfer Sites

| <i>Name</i> | <i>Location</i> | <i>Type</i> | <i>Regulatory Status</i> | <i>Operational Status</i> |
|------------------------------|-----------------|---------------------------|--------------------------|---------------------------|
| Belmont Island Park Landfill | Island Parkway | Solid Waste Disposal Site | Unpermitted | Closed |

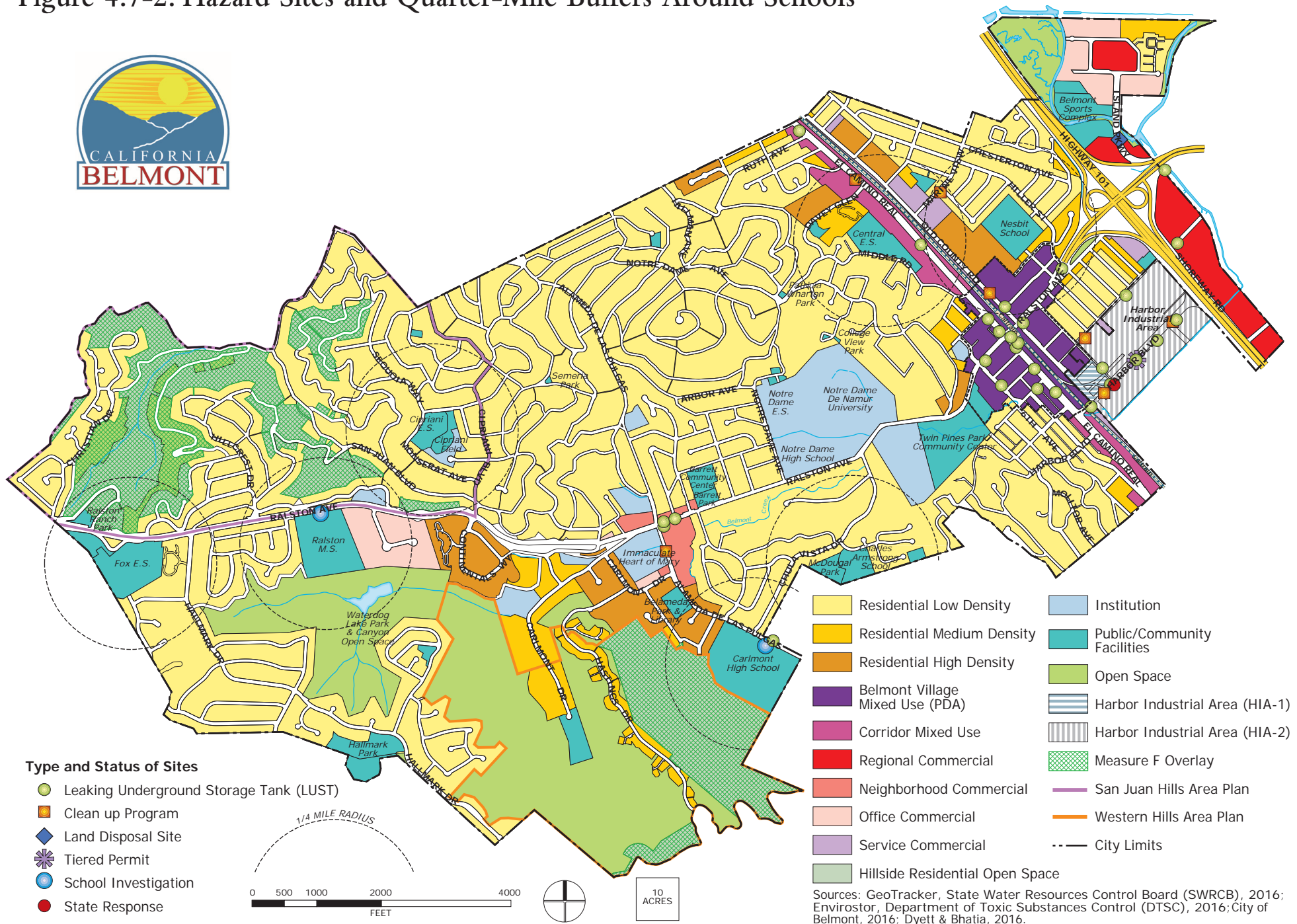
Source: CalRecycle. March 2016.

Schools

CEQA Guidelines require EIRs to assess whether a project would emit hazardous air emissions or involve the handling of extremely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school (see CEQA Sections 21151.2 and 21151.4; Appendix G of the CEQA Guidelines). Children are particularly susceptible to long-term impacts from emissions of hazardous materials by construction equipment and vehicles on roadways near schools, as well as high-volume motor vehicle travel on roadways through residential areas. A portion of the BVSP area is within 0.25 mile of Nesbit Elementary school. See Figure 4.7-2 for land use designation, hazard sites, and quarter-mile buffers around schools.

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Figure 4.7-2: Hazard Sites and Quarter-Mile Buffers Around Schools



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Fire Hazards

Fire hazards in Belmont include both urban and wildland fires. Urban fires involve the uncontrolled burning of built structures due to human-made causes; wildland fires affect grassland, forest, and brush (and the structures on them), and can result from either human or natural causes. Belmont has a substantial risk of wildland fires, with many areas of high and very high threat within the Planning Area, particularly in the western areas of the city. The City's main challenges regarding these hazards are:

- **Actively Managing the Wildland Urban Interface.** Belmont's residents enjoy close contact with hillsides and woodlands. This natural amenity facilitates the risk of proximity to wildland fires. Preparedness is essential, and the Belmont Fire Department's fire prevention activities, especially its Vegetation Management Program, are important.
- **Maintaining and Enhancing Evacuation Routes.** It is critical that road capacity exists for local residents, workers, and visitors to evacuate in case of an environmental disaster, including fire.

Urban Fires

Urban fires are fires that begin in a building in urban centers. They are typically localized but have the potential to spread to an adjoining building. The risk of urban fires is highest where single-family homes, multi-family residences, and business facilities are clustered close together, increasing the possibility of rapid spread to an adjoining building. The risk to life and property can be reduced by adopting and funding adequate levels of fire protection and ensuring new buildings are built to include fire resistive features that conform to modern fire and building codes.

Wildland Fires

Wildland fires are fires that start in a wooded or undeveloped area. Their potential for damage is dependent on the extent and type of vegetation, known as surface fuels, as well as weather and wind conditions. Wildland fires occur infrequently but typically cause more damage than urban fires.

Wildland Urban Interface (WUI) refers to heavily vegetated open spaces, often on steep slopes, that are close to human developments and at high risk of wildfire. There are two geographical areas within Belmont that can be characterized as WUI—the canyons common to the Western Hills and the San Juan Canyon. In these locations, many homes are located immediately adjacent to open space that includes the physical features found in WUI areas. The canyons of the Western Hills have been designated as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (Cal Fire), while the San Juan Canyon has been designated as a High Fire Hazard Severity Zone. Both WUI areas comply with the relevant fire protection regulation set by Government Code and California Building Code, as required by the California Department of Forestry and Fire Protection (CAL Fire) and described in the Regulatory Settings section. Figure 4.7-3 shows the existing VHFHSZ and High Fire Hazard Severity Zone within the Planning Area.

Fire Prevention

The Belmont Fire Protection District coordinates code enforcement with the Code Enforcement Unit in the police department, and provides plan review and construction inspection, fire

investigations, and public education. A key component of the Belmont Fire District's program activities also includes their annual fire safety inspections of commercial businesses, places of assembly, multi-family residences, and hotels in its service area. It also conducts a Vegetation Management Program (VMP), promoting compliance with vegetation standards to reduce the threat of fire in the Wildland Urban Interface.

Airport Hazards

There are three public airports in San Mateo County—San Francisco International Airport, Half Moon Bay Airport, and the San Carlos Airport. The San Carlos Airport is located approximately one mile south of the Planning Area. It covers 110 acres, and its runway is 2,600 by 75 feet. The Airport accommodates almost 400 based aircraft and a variety of aviation-related businesses including flight schools.

An Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport was prepared according to Federal Aviation Administration (FAA) requirements. California law requires that local government agencies affected by an ALUCP update their general plans and specific plans to be consistent with the ALUCP (California Government Code, Section 65302.3). The San Carlos ALUCP defines the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission, as the Airport Influence Area (AIA). As shown in Figure 4.7-4, there are two areas of the AIA—Area A and a smaller Area B. Details about Areas A and B are found in the Regulatory Setting section below. As shown in Figure 4.7-4, the entire Planning Area is within Area A, and the eastern portion of the Planning Area is within Area B. The BVSP Area is entirely within the AIA Area B.

Figure 4.7-3: Fire Hazards

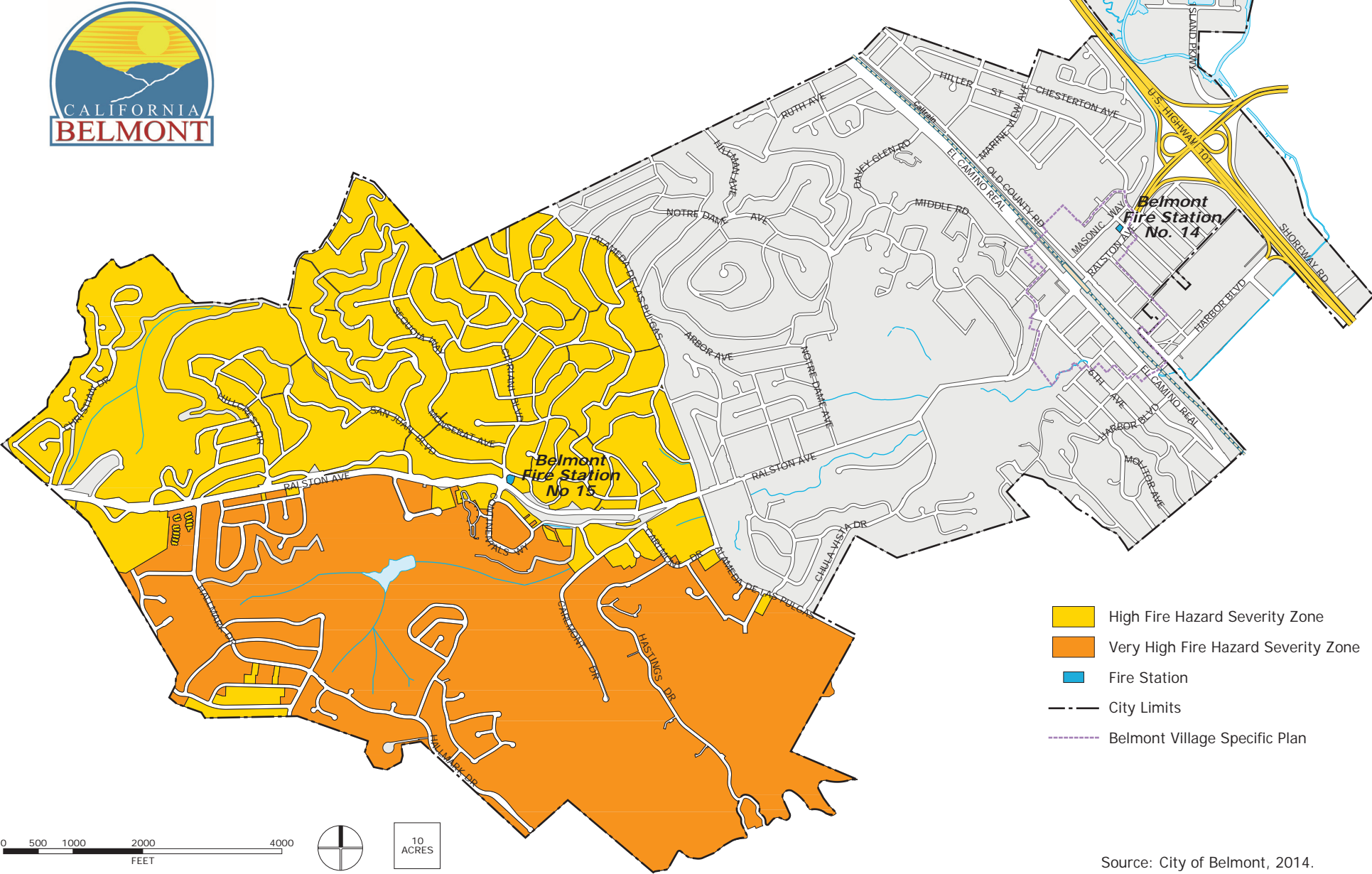
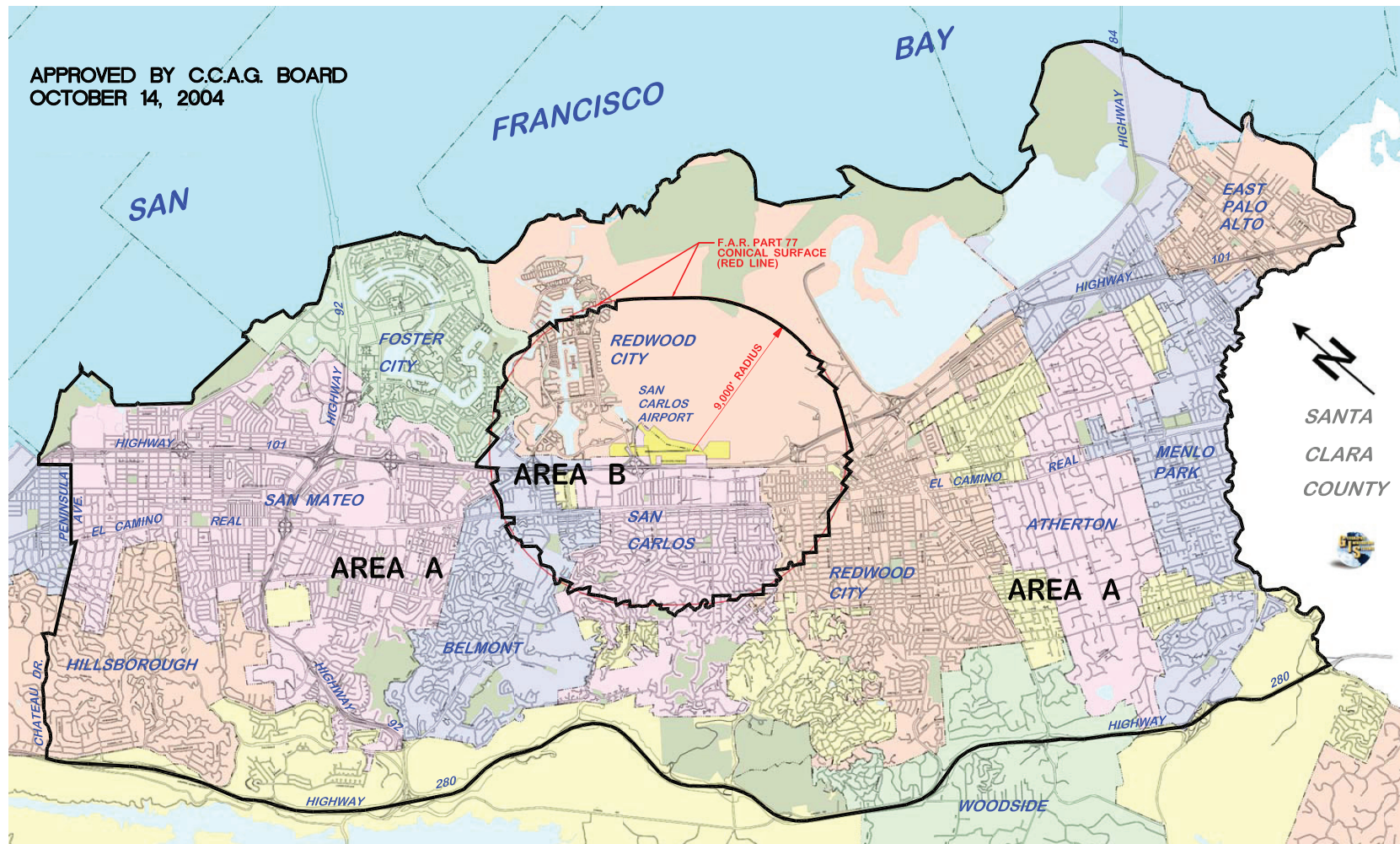


Figure 4.7-4: Airport Influence Area for San Carlos Airport



**CCAG LANDUSE COMMITTEE RECOMMENDATION
REVISED AIRPORT INFLUENCE AREA BOUNDARY
FOR SAN CARLOS AIRPORT -- AREAS A & B (OCTOBER 2004)**

AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA
(AIA) BOUNDARY (real estate disclosure only)

AREA B: PROPOSED CCAG/ALUC REVIEW AREA BOUNDARY*
(real estate disclosure and formal CCAG/ALUC review)

* This boundary is a refinement of the current CCAG/ALUC review boundary.

Regulatory Setting

Overview of Common Regulated Toxic Substances

Asbestos-Containing Materials

Asbestos is a naturally occurring fibrous material once commonly used as a fireproofing and insulating agent in building construction before the EPA banned such uses in the 1970s. Asbestos can also be atmospherically deposited from vehicle brake shoes. Naturally occurring asbestos can be found in serpentinite or other metamorphosed ultramafic rocks such as dunite, peridotite, and pyroxenite. Natural occurrences of asbestos (NOA) are of concern due to potential exposures to the tiny fibers that can become airborne if asbestos-bearing rocks are disturbed by natural erosion or human activities such as road building, excavations, and other ground disturbing activities. In California, concern over potential public exposure to NOA has led to guidance documents and various regulations for NOA. In 1986, asbestos was identified as a toxic air contaminant by the California Air Resources Board (CARB). In 1990, CARB issued an Airborne Toxic Control Measure (ATCM), which prohibited the use of serpentine aggregate for surfacing if the asbestos content was 5 percent or more.

Government agency and general public concerns about public health resulting from exposure to asbestos led to the following regulations and guidance regarding NOA:

- In July 2000, CARB adopted amendments to the existing ATCM prohibiting the use or application of serpentine, serpentine-bearing materials and asbestos-containing ultramafic rock for covering unpaved surfaces unless it has been tested using an approved asbestos bulk test method and determined to have an asbestos content that is less than 0.25 percent. These amendments took effect on November 13, 2001.
- In July 2001, CARB adopted a new ATCM for construction, grading, quarrying, and surface mining operations in areas with serpentine or ultramafic rocks. This ATCM became effective on November 19, 2002.
- In October 2000, the Governor's Office of Planning and Research issued a memorandum providing guidance to Lead Agencies in analyzing the impacts of naturally occurring asbestos on the environment through the California Environmental Quality Act (CEQA) review process.
- In November 2000, the California Department of Real Estate added a section to subdivision forms that included questions related to NOA on property proposed for development.
- In 2004, as part of its school site review program, the California Department of Toxic Substances Control's School Property Evaluation and Cleanup Division released interim guidance on evaluating NOA at school sites.

Overall, 53 of the 58 California counties, including all nine Bay Area counties, contain reported asbestos occurrences and/or ultramafic rocks such as serpentinite that can contain asbestos fibers.¹

¹ United States Geological Survey, Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California, Open File Report 2011-1188, 2011.

In general, NOA fibers do not pose a threat unless disturbed and/or introduced into the air as fugitive dust.

Lead and Lead-Based Paint

The presence of lead in soils above natural background levels can be a common occurrence in areas that were created by fill and in former industrial areas. Lead concentrations can also be elevated in fill materials because the fill can originate from building and industrial rubble containing or affected by sources of lead such as piping, coatings, and other construction materials. The California Code of Regulations, Title 22, considers waste soil to be hazardous if its total lead concentration exceeds 1,000 parts per million (ppm) and a soluble concentration exceeds 5 ppm. Tetraethyl lead (TEL) may be present from aerially deposited lead (ADL) from historic traffic. TEL was a gasoline additive, and although it is no longer used, it is persistent in surface and shallow soils.

Polychlorinated Biphenyls (PCBs)

Polychlorinated Biphenyls (PCBs) are synthetic organic oils that were historically used in many types of electrical equipment, including transformers and capacitors, primarily as electrical insulators. Production and use of PCBs was discontinued in 1977 following the discovery that exposure to PCBs may cause various health effects including skin conditions and reduced immune system response.

Polycyclic Aromatic Hydrocarbons (PAHs)

Polycyclic Aromatic Hydrocarbons (PAHs) are a group of organic chemicals found in a wide variety of materials, including crude oil, asphalt, and creosote. Most refined petroleum products also contain PAHs, either retained from the original crude or produced during the refining process. PAHs are also produced as combustion products and therefore occur in many burned or charred materials. Chemically, PAHs have high to very high molecular weights and low solubility in water, and tend to adhere to soil particles. These factors result in generally high mobility of PAHs in the environment. The U.S. Environmental Protection Agency (EPA) has classified seven PAH compounds as probable human carcinogens.²

Federal Regulations

Federal Toxic Substances Control Act

Passed by Congress in 1976, the Federal Toxic Substances Control Act is administered by the EPA and regulates the introduction of new or already existing chemicals.

Disaster Mitigation Act

The Federal Emergency Management Agency (FEMA) adopted revisions to its regulations in accordance with the Disaster Mitigation Act of 2000, which amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act (DMA). The DMA requires that local governments, as a condition of receiving federal disaster mitigation funds, have a Hazard Mitigation Plan (HMP)

² U.S. Environmental Protection Agency (EPA), 2010.

that describes the process for assessing hazards, risks and vulnerabilities, identifying and prioritizing mitigation actions, and engaging/soliciting input from the community (public), key stakeholders, and adjacent jurisdictions/agencies.³

Resource Conservation and Recovery Act

The 1976 Resource Conservation and Recovery Act (RCRA) enables the EPA to administer a regulatory program that extends from the manufacture of hazardous materials to their disposal, thus regulating the generation, transport, treatment, storage, and disposal of hazardous waste at all facilities and sites in the nation. RCRA was amended and strengthened by Congress in 1984 with the passing of the Hazardous and Solid Waste Amendments, which required phasing out land disposal of hazardous waste.

Comprehensive Environmental Response, Compensation, and Liability Act

The 1980 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as Superfund, was passed to facilitate the cleanup of the nation's toxic waste sites. In 1986, Superfund was amended by the Superfund Amendment and Reauthorization Act (SARA), which requires companies to declare potential toxic hazards to ensure that local communities can plan for chemical emergencies. SARA also states that past and present owners of land contaminated with hazardous substances can be held liable for the entire cost of the cleanup, even if the material was dumped illegally when the property was under different ownership.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) regulates the interstate transport of hazardous materials and waste through implementation of the Hazardous Materials Transportation Act. This act specifies driver-training requirements, load labeling procedures, and container design and safety specifications. Transporters of hazardous wastes must also meet the requirements of additional statutes such as RCRA, discussed previously.

Pipeline and Hazardous Materials Safety Administration

The Pipeline and Hazardous Materials Safety Administration (PHMSA) was created under the Norman Y. Mineta Research and Special Programs Improvement Act (P.L. 108-426) of 2004. The purpose of the Act is to provide a more focused research organization and establish a separate operating administration for pipeline safety and hazardous materials transportation safety operations. PHMSA is the federal agency charged with the safe and secure movement of hazardous materials by all modes of transportation. The agency also oversees the nation's pipeline infrastructure.

Occupational Health and Safety Administration

The Occupational Health and Safety Administration (OSHA) published standard 1910.120, addressing dangers that hazardous materials pose in the workplace. The standard requires that employers evaluate the potential health hazard that hazardous materials pose in the workplace and communicate information concerning hazards and appropriate protective measures to employees.

³ 42 U.S.C. 5165(a) – (d) (2016).

State and Regional Regulations

California Unified Program Administration

In 1993, Senate Bill 1082 gave the California Environmental Protection Agency (CalEPA) the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs (see below). The Unified Program Administration and Advisory Group (UPAAG) was created to foster effective working partnerships between local, State and federal agencies. The UPAAG's goals and objectives are listed in the UPAAG Strategic Plan. The six programs are:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Program
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

The State agency partners involved in the Unified Program have the responsibility of setting program element standards, working with CalEPA on ensuring program consistency, and providing technical assistance to the certified unified program agencies. The following State agencies are involved with the Unified Program:

- **California Environmental Protection Agency.** The Secretary of the CalEPA is directly responsible for coordinating the administration of the Unified Program. The Secretary certifies Unified Program Agencies (CUPAs). The Secretary has certified 83 CUPAs to date. These 84 CUPAs carry out the responsibilities previously handled by approximately 1,300 State and local agencies.
- **Department of Toxic Substances Control.** The Department of Toxic Substances Control (DTSC) provides technical assistance and evaluation for the hazardous waste generator program including onsite treatment (tiered permitting).
- **Governor's Office of Emergency Services.** The Governor's Office of Emergency Services is responsible for providing technical assistance and evaluation of the Hazardous Material Release Response Plan (Business Plan) Program and the California Accidental Release Response Plan (CalARP) Programs.
- **Office of the State Fire Marshal.** The Office of the State Fire Marshal is responsible for ensuring the implementation of the Hazardous Material Management Plans and the Hazardous Material Inventory Statement Programs. These programs tie in closely with the Business Plan Program.

- **State Water Resources Control Board.** The State Water Resources Control Board provides technical assistance and evaluation for the underground storage tank program in addition to handling the oversight and enforcement for the aboveground storage tank program.

Under Division 4.5 of Title 22 of the California Code of Regulations and the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5), DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Both RCRA and the Hazardous Waste Control Law impose “cradle to grave” regulatory systems for handling hazardous waste in a manner that protects human health and the environment.

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the CUPA. The Hazardous Materials Program within the County of San Mateo Division of Environmental Health Services is the designated CUPA for the county.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (DMA2K) (Public Law 106-390) amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 to establish a Pre-Disaster Mitigation (PDM) program and new requirements for the federal post-disaster Hazard Mitigation Grant Program (HMGP). DMA2K encourages and rewards local and State pre-disaster planning. It promotes sustainability and seeks to integrate State and local planning with an overall goal of strengthening statewide hazard mitigation. This enhanced planning approach enables local, tribal, and state governments to identify specific strategies for reducing probable impacts of natural hazards such as floods, fire, and earthquakes. In order to be eligible for hazard mitigation funding after November 1, 2004, local governments are required to develop a Hazard Mitigation Plan that incorporates specific program elements of the DMA2K law. In the Bay Area, the Association of Bay Area Governments (ABAG) has adopted a multi-jurisdictional FEMA-approved 2010 Local Hazard Mitigation Plan Update, which cities and counties can adopt and use, in full or in part, in lieu of preparing all or part of a Local Hazard Mitigation Plan themselves.⁴

State Multi-Hazard Mitigation Plan, 2013

The State Hazard Mitigation Plan (SHMP) is a federally required official statement of the state's hazard identification, vulnerability analysis, and hazard mitigation strategy (44 Code of Federal Regulations, Subpart M, Section 206.401) under the Disaster Mitigation Act of 2000 for the State of California to receive federal funds for disaster assistance grant programs (California Emergency Management Agency 2010). The goal of the SHMP, prepared by the California Office of Emergency Services (OES), is to guide implementation activities to achieve the greatest reduction of vulnerability, which results in saved lives, reduced injuries, reduced property damage, and protection for the environment. OES worked with the California Office of Planning and Research

⁴ Association of Bay Area Governments. *Taming Natural Disasters, Multi-Jurisdictional Local Hazard Mitigation Plan for the San Francisco Bay Area, 2010 Update of 2005 Plan*. <http://quake.abag.ca.gov/wp-content/documents/ThePlan-Chapters-Intro.pdf>. Accessed November 2016.

to incorporate hazard mitigation into the 2016 General Plan Guidelines, a public draft of which was released in October 2015.

State of California Emergency Plan, 2009

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including CalEPA, the California Highway Patrol, the California Department of Fish and Wildlife, and the Regional Water Quality Control Boards (RWQCBs).

State Underground Storage Tank Program

State laws also regulate Underground Storage Tanks (USTs) and Aboveground Storage Tanks (ASTs) containing hazardous substances. These laws are primarily found in the Health and Safety Code, and, combined with California Code of Regulations (CCR) Title 23, comprise the requirements of the State UST program. The laws contain requirements for UST permitting, construction, installation, leak detection monitoring, repairs and corrective actions and closures. In accordance with State laws, the San Mateo County Environmental Health Division implements UST and AST regulations in San Mateo County.

Carpenter-Presley-Tanner Hazardous Substance Account Act

The Carpenter-Presley-Tanner Hazardous Substance Account Act (HSAA), which is modeled after CERCLA, imposes liability for hazardous substance removal or remedial actions and requires the DTSC to adopt, by regulation, criteria for the selection and for the priority ranking of hazardous substance release sites for removal or remedial action under the act.

School Site Selection and Approval Guide, Education Code Section 17251 and CCR Sections 14001-14012, 2000

The School Facilities Planning Division of the California Department of Education provides guidance to “help school districts (1) select school sites that provide both a safe and a supportive environment for the instructional program and the learning process; and (2) gain State approval for the selected sites.” (California Department of Education 2015) The Guide includes the following 12 criteria for school site selection: safety, location, environment, soils, topography, size and shape, accessibility, public services, utilities, cost, availability, and public acceptance.

Safe School Plan, California Education Code Sections 32282 et seq.

This statute requires public schools to prepare a school safety plan, which includes routine and emergency disaster procedures and a school building disaster plan. The plan can be amended as needed and shall be evaluated at least once a year to ensure that the comprehensive school safety plan is properly implemented.

Public Resources Code 21151.4

Public Resources Code 21151.4 regulates hazardous materials near schools. Public Resources Code Section 21151.4 prohibits the certification of an EIR for a project involving the construction or alteration of a facility that might reasonably be anticipated to emit hazardous air emissions or

handle extremely hazardous air emissions in a quantity greater than a certain threshold, within a quarter mile of a school.

SB 1889, Accidental Release Prevention Law/Chemical Accident Release Prevention Program, 1996

Senate Bill (SB) 1889 required California to implement a federally mandated program governing the accidental airborne release of chemicals listed under Section 112 of the Clean Air Act. Effective January 1, 1997, the CalARP replaced the previous RMPP and incorporated the mandatory federal requirements. CalARP addresses facilities containing specified hazardous materials that, if involved in an accidental release, could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive. Yolo County Environmental Health is responsible for the implementation of CalARP in the County.

Hazardous Materials Transport

State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads.

Hazardous Materials Worker Safety Requirements

The Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA) are the agencies responsible for assuring worker safety in the handling and use of chemicals in the workplace. The federal regulations pertaining to worker safety are contained in the Code of Federal Regulations, Title 29 (29 CFR) as authorized in the Occupational Safety and Health Act of 1970. They provide standards for safe workplaces and work practices, including standards relating to hazardous materials handling. In California, Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations; Cal/OSHA standards are generally more stringent than federal regulations.

The State regulations concerning the use of hazardous materials in the workplace are included in Title 8 of the California Code of Regulations, which contain requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA also enforces hazard communication program regulations, which contain worker safety training and hazard information requirements, such as procedures for identifying and labeling hazardous substances, communicating hazard information relating to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees at hazardous waste sites.

Waste Disposal Regulations

The disposal of contaminated soil is regulated by the RWQCB and is regulated based on the concentrations of the chemical constituents that are present. Soils having concentrations of contaminants higher than certain acceptable levels must be handled and disposed as hazardous

waste when excavated. The California Code of Regulations, Title 22, Section 66261.20-24 contains technical descriptions of characteristics that would cause a soil to be classified as a hazardous waste.

California Wildland Hazard/Building Code

On September 20, 2005, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the CCR, Title 24, Part 2, known as the California Building Code (CBC) to add a Section 701A.3.2 to the CBC regulating new buildings located in any Fire Hazard Severity Zone.

Under Section 701.A.3.2, new buildings located in any Fire Hazard Severity Zone shall comply with one of the following:

1. State Responsibility Areas. New buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, for which an application for a building permit is submitted on or after January 1, 2008, shall comply with all sections of this chapter.
2. Local Agency Very-High Fire Hazard Severity Zone. New buildings located in any Local Agency Very High Fire Hazard Severity Zone for which an application for a building permit is submitted on or after July 1, 2008, shall comply with all sections of this chapter.
3. Wildland-Urban Interface Fire Area designated by the enforcing agency. New buildings located in any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted on or after January 1, 2008, shall comply with all sections of this chapter.

As described in the Environmental Setting section, the Planning Area does include areas designated as very high fire hazard severity zone, high fire hazard severity zone, and a wildland-urban interface (WUI) fire area.

SB 1241 (2012)

To address the increasing "wildland-urban interface," SB 1241 (Kehoe, Statutes of 2012) revised the safety element requirements for State responsibility areas and very high fire hazard severity zones (Government Code Sections 65302 and 65302.5). Specifically, during the next revision of the housing element on or after January 1, 2014, the safety element shall be reviewed and updated as necessary to address the risk of fire in State Responsibility Areas and very high fire hazard severity zones. SB 1241 requires that the draft element of or draft amendment to the safety element of a county or a city's general plan be submitted to the State Board of Forestry and Fire Protection ("State Board") and to every local agency that provides fire protection to territory in the city or county at least 90 days prior to either: 1) the adoption or amendment to the safety element of its general plan for each county that contains state responsibility areas; or 2) the adoption or amendment to the safety element of its general plan for each city or county that contains a very high fire hazard severity zone as defined pursuant to subsection I of Section 51177.

California Subdivision Requirements

Section 66474.02 of Government Code Title 7, Chapter 4 states that before approving a tentative map, or parcel map for which a tentative map was not required, for an area located in a State Responsibility Area or a very high fire hazard severity zone, a legislative body of a county shall make the following three findings:

1. A finding supported by substantial evidence in the record that the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code.
2. A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:
 - a. A county, city, special district, political subdivision of the State, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.
 - b. The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.
3. A finding that to the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and any applicable local ordinance.

Public Resources Code Sections 4290 and 4291

Public Resources Code Sections 4290 and 4291 apply to land within State Responsibility Areas and establish minimum requirements for development in hazardous fire areas and mountainous, forest-, brush-, and grass-covered lands. According to Section 4290, the Board of Forestry shall adopt regulations including road standards for fire equipment access, standards for signs, minimum private water supply reserves for emergency fire use, and fuel breaks and greenbelts that act as minimum fire safety standards related to defensible space which are applicable to state responsibility area lands under CalFire’s authority. Section 4291 states that a person who owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material, shall adhere to minimum requirements for defensible space and fuel modification.

Local Regulations

San Carlos Airport Land Use Compatibility Plan (ALUCP)

The ALUCP for the Environs of San Carlos Airport was prepared according to FAA requirements and adopted by the City/County Association of Governments of San Mateo County (C/CAG) Board of Directors acting as the Airport Land Use Commission for the County of San Mateo, fulfilling California state requirements (California Public Utilities Code, Article 3.5, Section 21670, et seq.). Each ALUCP prevents exposure to excessive noise and safety hazards within an airport influence area over a 20-year horizon and are intended to encourage land uses in the vicinity surrounding an airport that are compatible with the airport land uses.

As described in the Physical Setting section above, the San Carlos ALUCP defines Areas A and B in its AIA. Within Area A, State law requires that sellers or lessors of real estate must disclose that the property is located within an airport influence area (California Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353). Within Area B, land use decisions must be reviewed by the Airport Land Use Commission—GP-10.1 in the ALUCP states, “Before an affected agency makes its general plan, specific plans, and zoning ordinance, or facilities master

plan either consistent with the ALUCP or overrides the ALUCP as provided by law, the local agency shall refer all ***proposed development and land use policy actions*** that affect property within the project referral area, Area B of the AIA, to the Airport Land Use Commission (the C/CAG Board) for a determination of consistency with the ALUCP prior to issuing a permit for the proposed development (Pub. Util. Code, Section 21676.5(a)).” The proposed General Plan and BVSP will be sent to the ALUCP upon release of the drafts for public review, and the City will solicit a determination of consistency from the ALUCP prior to taking action to approve the Project.

San Mateo County Hazardous Materials Business Plan

Businesses must complete a Hazardous Materials Business Plan (Business Plan) using an electronic reporting system for the safe storage and use of chemicals. Firefighters, health officials, planners, public safety officers, health care providers and others rely on the Business Plan in an emergency. They use it to prevent or lessen damage to the health and safety of people and the environment when a hazardous material is released. The Hazardous Materials Business Plan Program is also known as the Community Right to Know Program and any citizen has the right to review these plans upon request.

San Mateo County General Plan

The San Mateo County General Plan includes a set of policies related to man-made hazards. Until such time as the unincorporated Harbor Industrial Area (the area in Belmont’s Sphere of Influence) is annexed, this area is subject to the San Mateo County General Plan and Zoning Regulations. The following policies regulate development according to airport safety and hazardous materials.

16.38 DEFINITION OF CLEAR ZONE

Define clear zone as the area of high accident potential located at the ends of airport runway as defined by the FAA.

16.39 DEFINITION OF APPROACH ZONE

Define approach zone as the area of high accident potential located at the ends of County general aviation airport runway as defined by the Airport Land Use Commission (ALUC).

16.40 DEFINITION OF APPROACH SURFACE

Define approach surface as the flat plane, sloping upward and outward from airport runways, representative of flight paths, as defined by the FAA and ALUC.

16.41 REGULATE LAND USES TO ASSURE AIRPORT SAFETY

Regulate land uses surrounding airports to assure airport safety. Measures may include restrictions on permitted land uses and development review height criteria.

16.42 Limit Land Uses at Ends of Runways

Limit land uses in approach zones, clear zones and other areas of high accident potential at ends of airport runways to low intensity, nonstructural uses including, but not limited to, agriculture, open space, and storage.

16.43 Regulate Location and Height of Development Surrounding Airports

Regulate development location and height in areas surrounding airport activities to protect air navigation requirements. Measures may include height criteria based upon an approach surface or other representative aircraft flight path.

16.53 REGULATE LOCATION OF HAZARDOUS MATERIAL USES

Regulate the location of uses involving the manufacture, storage, transportation, use, treatment, and disposal of hazardous materials to ensure community compatibility. Provide adequate siting, design, and operating standards.

16.54 Encourage Public Disclosure of Hazardous Materials

Encourage businesses utilizing or storing hazardous materials within the unincorporated area to publicly disclose the types, quantities and health risks of hazardous materials present on-site so as to effect timely and effective emergency response and community risk assessment, improved land use planning and general public awareness.

16.55 ENCOURAGE ADOPTION AND ENFORCEMENT OF FIRE CODE HAZARDOUS MATERIAL STORAGE PERMIT PROVISIONS

Encourage fire protection agencies serving the unincorporated area to adopt and enforce existing Uniform Fire Code provisions which authorize fire agency issuance of hazardous material storage permits so as to: (1) assure proper hazardous material storage, (2) prevent accidental discharge or spill, and (3) provide necessary inventory information beneficial to timely and efficient incident response and containment. Assure that relevant hazardous material inventory information is referred to the County, and made available to the public.

San Mateo County Local Hazard Mitigation Plan

San Mateo County's multi-jurisdictional Local Hazard Mitigation Plan (MJ-LHMP) per the 2000 Disaster Mitigation Act (Public Law 106-390) was adopted in July 2016. It is an appendix to the County General Plan and consists of the plan developed by ABAG, a plan for unincorporated San Mateo County to reduce and mitigate risks from natural and human-induced hazards, and annexes from participating local governments about how the County LHMP applies in their jurisdiction. The plan covers climate change, dam failure, drought, earthquake, flood, landslide, severe weather, tsunami and wildfire.

Belmont's current LHMP is an annex to the 2016 County of San Mateo LHMP. The annex identifies specific actions the City is taking to mitigate impacts from flooding, earthquakes, wildfires, and other emergency events, as well as climate change adaptation and resiliency strategies.

Belmont Fire Code

The Belmont Fire Code (Ordinance No. 2013-001) was adopted in 2013 after the State of California's adoption of the 2013 California Fire Code (CFC). The Belmont Fire Code incorporates the 2013 CFC and Local Amendments proposed by the BFPD. The Local Amendments includes modifications that are appropriate to the specific climatic, geologic, and topographic conditions of

the District, such as way-finding and street access improvement, restricted use of fireworks, and requirement for sprinkler installations.

In 2013, the BFPD launched an annual Fire Inspection Program, which involves the inspection of all commercial businesses, places of assembly, apartments, and hotels within the District's boundaries.

City of Belmont Civil Defense and Disaster Relief Ordinance

Belmont Municipal Code Chapter 8 provides for the preparation and carrying out of plans for the protection of persons and property within this city in the event of an emergency; the direction of the emergency organization; and the coordination of Belmont's emergency functions with all other public agencies, corporations, organizations, and affected private persons.

City of Belmont General Plan

The 1982 Belmont General Plan contains a Seismic Safety-Safety Element that considers wildfire hazards and hazardous materials. Policies seek to investigate and mitigate wildfire hazards, reduce exposure to wildfire hazards, and increase effectiveness of response to emergencies. One policy "supports strict control of the use, storage, and transport of toxic, explosive, or other hazardous materials."

4.7.2 Impact Analysis

SIGNIFICANCE CRITERIA

Implementation of the Proposed Project would have a potentially significant adverse impact if it would:

- Criterion 1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Criterion 2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Criterion 3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Criterion 4:** Result in development located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and thus create a significant hazard to the public or the environment.
- Criterion 5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

- Criterion 6:** For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- Criterion 7:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Criterion 8:** Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

METHODOLOGY AND ASSUMPTIONS

This analysis considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the Proposed Project, and identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks. In determining the level of significance, this analysis assumed that residents and businesses in the Planning Area act in compliance with applicable federal, State, regional, and local health and safety laws and regulations and that new development under the Proposed Project would comply with relevant federal, State, regional, and local ordinances and regulations.

Consistent with State law, the range and types of uses allowed under the Proposed Project are identified only in general terms. Specific types of businesses that will occur in commercial and mixed-use land use designations are unknown, as well as whether they would generate or use hazardous materials.

A preliminary review of environmental risk databases was conducted, but this analysis did not include any sampling, site-specific review, laboratory analysis, or physical inspection of buildings or site surfaces. Site-specific investigation for projects developed under the Proposed Project will be required to address hazardous materials conditions. For example, Phase I environmental site assessments would be required for specific projects, and if an assessment indicates the presence or likely presence of contamination, Phase II soil/groundwater testing and remediation could be required before development on a site-specific basis.

IMPACT SUMMARY

The Proposed Project anticipates new development and an increase in population and jobs under the General Plan and the BVSP, which would require the routine transportation, use, and disposal of potentially hazardous materials throughout the city. In addition, the Climate Action Plan (CAP) encourages installation of photovoltaic solar energy projects, which may result in the distribution of potentially hazardous materials. Therefore, the Proposed Project could result in increased risk from hazardous materials, disruptions to emergency responses, and wildland fires. However, as described below, the Proposed Project includes policies that focus on reducing these threats. Implementation of these policies along with existing federal, State, and local regulations would ensure potential impacts would remain below a level of significance.

IMPACTS AND MITIGATION MEASURES

Impact 4.7-1 Implementation of the Proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

Development under the proposed General Plan and Phase I Zoning would result in new dwelling units, mixed-use facilities, industrial facilities, and commercial space.

Implementation of the Proposed Project would include land uses and renewable energy systems that would require the routine use, transport, and disposal of hazardous materials and waste and may increase exposure to risk of hazards. Future construction activities associated with implementation of the Proposed Project may also generate hazardous materials and waste, such as fuels and oils from construction equipment and vehicles.

As shown in Figure 4.7-1 in the Environmental Settings section, numerous hazardous materials sites have been identified in various locations throughout the Planning Area, including in Carlmont Village, along the El Camino Real corridor, the Harbor Industrial Area, east of Highway 101, and the Belmont Village PDA. These sites are under formal investigation and remediation.

Federal and State regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials, as described in the Regulatory Framework section above. The EPA is responsible for administering the Federal Toxic Substances Control Act and RCRA, which regulate the generation, transportation, treatment, storage, and disposal of hazardous waste, as well as CERCLA to facilitate the cleanup of sites contaminated with hazardous substances. The management of hazardous materials and waste within California is under the jurisdiction of CalEPA, which coordinates the State's Unified Program for permitting, inspecting, and enforcing regulations related to hazards materials. As the CUPA for the area, the County of San Mateo Division of Environmental Health Services is responsible for implementing hazardous waste and materials State standards, including the following programs:

- Hazardous Materials Business Plan Program: Requires businesses to complete a Business Plan for the safe storage and use of chemicals;
- Hazardous Waste Generator Program: Requires businesses that generate hazardous waste to properly store, manage, and dispose of the waste;
- CalARP: Requires businesses that handle regulated substances to complete a CalARP Program registration and submit it to the CUPA;
- Tiered Permitting Program: Requires businesses planning to treat hazardous waste on-site to notify the CUPA and obtain authorization;
- Underground Storage Tank Program: Requires inspection of storage tank facilities; and

- Aboveground Petroleum Storage Tank Program: Requires inspection of the aboveground tanks and the preparation of a Spill Prevention Control and Countermeasure plan, in certain circumstances.

By requiring specific planning with respect to the use and handling of potentially hazardous materials, establishing standards for the safe handling of such material, and providing oversight of such efforts, the CUPA helps to ensure that the presence of hazardous waste and materials in the Planning Area will not cause a significant environmental impact. Moreover, the U.S. Department of Transportation, Caltrans, and the California Highway Patrol regulate and manage routine transport of hazardous materials on Highway 101 and State Route 82 by licensing hazardous waste haulers for transportation on public roads. These regulations all serve to limit the environmental impact of the transportation, use, and disposal of hazardous materials. In addition, Policy 6.4-1 in the proposed General Plan requires the City to continue to support hazardous waste collection by San Mateo County, the State, and the Water Resources Control Board, and Policy 6.4-2 requires the City to educate residents and businesses about proper use and disposal of hazardous materials. These efforts will help prevent hazardous materials from being improperly handled or disposed of, keeping such material out of the environment and helping reduce the Proposed Project's potential impact to a less than significant level.

Measures EC3 and EM4 in the CAP encourage the installation of solar and other renewable energy projects, which may result in the distribution of potentially hazardous materials in the Planning Area.

Therefore, based on implementation of existing federal, State, and local programs and regulations as well as the proposed General Plan policies, the impacts of the General Plan, Phase I Zoning, and CAP are less than significant.

Impact of Belmont Village Specific Plan and Village Zoning

The federal, State, and local programs and regulations as well as the proposed General Plan policies discussed above apply within the BVSP Area, and will contribute to reducing the BVSP's potential to result in significant environmental impacts. Because most new construction projected under the Proposed Project is expected to occur within the BVSP Area, the BVSP also includes several additional policies that would further reduce the potential impact within the BVSP Area. BVSP Policy 6.4-6 requires existing uses to retrofit their generators to comply with the most recent emission standards; and Policies 6.4-7 and 6.4-9 limit exhaust from traffic congestion and truck idling. These requirements will ensure that vehicle emissions are minimized within the BVSP Area, which will reduce the amount of hazardous materials released.

Therefore, as a result of implementation of the policies of the proposed General Plan, and existing federal, State and local regulations as described above and listed below, the impact of the BVSP and associated zoning regulations would be less than significant.

Proposed General Plan Policies that Would Reduce the Impact

Safety Element

- 6.4-1 Continue to support the hazardous waste collection, management, and inspection efforts of San Mateo County, the State, and the Water Resources Control Board.
- 6.4-2 Educate residents and businesses about household hazardous wastes, less toxic materials that can be used in place of toxic materials, and proper household and business hazardous waste disposal methods.

Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact

- 6.4-6 Encourage existing uses to retrofit generators with Best Available Control Technology to meet ARB's Tier 4 emission standards. Encourage the use of zero emission back-up power.
- 6.4-7 Implement the recommendations in the City's transportation studies, such as those in the Ralston Avenue Corridor Study, to ease congestion, improve multi-modal mobility, and reduce traffic-generated exhaust. (General Plan Policies under Goal 3.10 in the Circulation Element).
- 6.4-9 Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.

Proposed Climate Action Plan Measures that would Reduce the Impact

- EC3 Provide financial incentives for solar PV and hot water system installation.
- EM4 Complete feasibility study on the installation of solar or other renewable energy projects at City facilities and install where feasible. Set a goal for renewable energy purchase if installation is not feasible.

Mitigation Measures

None required.

Impact 4.7-2 Implementation of the Proposed Project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

Currently, there are no reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, the proposed General Plan and Phase I Zoning anticipates a wide variety of uses, including commercial and industrial uses. New developments, such as dry cleaners, gas stations, or manufacturers, could result in potential for upset and accident conditions involving the release of hazardous materials into the environment. Individual projects under the Proposed Project for which there are potential significant impacts related to hazards would require a project-level environmental review at the time they are proposed.

As discussed in Impact 4.7-1, the CUPA is responsible for managing the handling of regulated substances in the Planning Area. Businesses that handle regulated substances must complete a CalARP Program registration and submit it to the CUPA. Based on the substance and the threshold quantity, a Risk Management Plan must be completed. Although the risk of upset and accident conditions involving the release of hazardous materials into the environment cannot be completely eliminated, it can be reduced to a manageable level through compliance with the CUPA's requirements. The CAP does not have elements that are distinct from the overall Proposed Project as it relates to this impact.

Based on implementation of existing State, and local programs and regulations as well as the policies of the General Plan as discussed in Impact 4.7-1, the impacts of the General Plan, Phase I Zoning, and CAP are less than significant.

Impact of Belmont Village Specific Plan and Village Zoning

The General Plan policies discussed above apply within the BVSP Area, and the BVSP and the associated zoning regulations do not have elements that are distinct from the overall Proposed Project as it relates to this impact.

As a result of implementation of the policies of the proposed General Plan, and existing state and local regulations as described above and listed below, the impact of the BVSP and associated zoning regulations would be less than significant.

Proposed General Plan Policies that Would Reduce the Impact

Safety Element

Policies 6.4-1, and 6.4-2, as listed under Impact 4.7-1 above.

Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact

There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area.

Proposed Climate Action Plan Measures that would Reduce the Impact

There are no strategies in the Climate Action Plan that relate to this topic.

Mitigation Measures

None required.

Impact 4.7-3 Implementation of the Proposed Project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Less than Significant)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

Implementation of the proposed General Plan and Phase I Zoning would allow land uses that would be reasonably expected to handle hazardous materials or generate hazardous emissions. In addition, as discussed in Impact 4.7-1, Measures EC3 and EM4 in the CAP encourage the installation of solar and other renewable energy projects. In particular, Measure EM4 requires a feasibility study on the installation of renewable energy projects at City facilities. Therefore, the General Plan and the CAP may result in the handling of hazardous materials within one-quarter mile of an existing or proposed school.

In regards to existing schools, Figure 4.7-2 shows the land use designations of the General Plan within one-quarter mile of existing schools. The proposed General Plan and Phase I Zoning propose to remove and rezone the current Industrial land use designation; limited industrial uses would instead be permitted in the Regional Commercial designation and corresponding Regional Commercial zoning district, provided that they comply with development standards and design review to ensure use compatibility. There is no land designated Regional Commercial within one quarter mile of existing schools. In addition, public schools are required to evaluate and potentially amend their school safety plan on an annual basis as described in the Regulatory Framework discussion above.

In regards to potential solar energy systems near existing schools, the County of San Mateo Division of Environmental Health Services, as the CUPA for the area, is responsible for implementing hazardous waste and materials State standards. The CUPA ensures compliance with the standards through routine inspections of regulated facilities, and investigation of citizen-based complaints and inquiries regarding improper handling or disposal of hazardous materials. In addition, individual projects under the Proposed Project for which there are potential significant impacts related to hazards would require a project-level environmental review at the time they are proposed.

The Proposed Project does not plan for new schools, although new facilities may be required by 2035, the horizon year of the Proposed Project based on population growth and changing demographics. In the case of a new school, the California Department of Education regulates the siting of schools, including new facilities and upgrading construction projects. New facilities would not be allowed within one-quarter mile of facilities emitting or handling hazardous materials, consistent with California Department of Education requirements, and these siting requirements will prevent potential significant impacts by ensuring that school facilities are not developed near facilities emitting or handling hazardous materials. Based on implementation of existing federal, State, and local programs and regulations, the impacts of the General Plan, Phase I Zoning, And CAP are less than significant.

Impact of Belmont Village Specific Plan and Village Zoning

A portion of the BVSP area is within one-quarter mile of Nesbit Elementary school. The CUPA is responsible for implementing hazardous waste and materials State standards in the BVSP Area. As mentioned above, the CUPA will ensure routine inspections of any regulated facilities in the BVSP Area, investigation of citizen-based complaints and inquiries regarding improper handling or disposal of hazardous materials, and environmental review of projects with potential significant impacts related to hazards. Nesbit Elementary is also required to evaluate and potentially amend its school safety plan on an annual basis.

As a result of implementation of existing State and local regulations, the impact of the BVSP and associated zoning would be less than significant.

Proposed General Plan Policies that Would Reduce the Impact

There are no policies in the proposed General Plan that relate to this impact.

Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact

There are no policies in the BVSP that relate to this impact.

Proposed Climate Action Plan Measures that Would Reduce the Impact

Measures EC3 and EM4 as listed in Impact 4.7-1.

Mitigation Measures

None required.

Impact 4.7-4 Implementation of the Proposed Project could result in development located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and thus create a significant hazard to the public or the environment. (Less than Significant)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

As discussed in the Environmental Setting section above, there are 44 sites in the Planning Area that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further investigation (see Figure 4.7-1). Several of the sites have reported releases to the ground resulting in soil and groundwater contamination and which are subject to various State and federal laws and regulators, including CERCLA, EPA, DTSC, and the RWQCB. The proposed General Plan and Phase I Zoning anticipate and regulate infill development in areas where there are known hazardous materials sites, as discussed in Impact 4.7-1.

Development of sites with existing soil or groundwater contamination could potentially pose a significant hazard to the public or the environment through releases of hazardous materials into the environment; however, as discussed in Impact 4.7-1, these sites are regulated by existing federal and state policies and have been or are being investigated and remediated. In addition, policies in the proposed General Plan further reduce potential impacts by supporting inspection and cleanup of contaminated sites. Policy 6.3-1 requires the City to facilitate cleanup programs at contaminated sites; Policy 6.3-2 requires applicants for development projects in potentially contaminated locations to perform inspection and cleanup; and Policy 6.3-3 establishes that the City will require project applicants to have sites inspected by a registered Environmental Assessor.

The CAP does not have elements that are distinct from the overall Proposed Project as it relates to this impact.

Based on implementation of existing federal, State, and local programs and regulations as well as the policies of General Plan, the impacts of the General Plan, Phase I Zoning, and CAP are less than significant.

Impact of Belmont Village Specific Plan and Village Zoning

The General Plan policies discussed above apply within the BVSP Area, and the BVSP and the associated zoning regulations do not have elements that are distinct from the overall Proposed Project as it relates to this impact, except for BVSP policies that further reduce the potential impact. BVSP Policy 6.4-1 requires remediation and cleanup of any contaminated sites in the BVSP Area; and Policy 6.4-3 requires proponents of projects within 100 feet of existing hazardous materials case sites or TAC stationary sources to investigate the public health risks.

As a result of implementation of the policies of the proposed General Plan and the BVSP, and existing state and local regulations as described above and listed below, the impact of the BVSP and associated zoning regulations would be less than significant.

Proposed General Plan Policies that Would Reduce the Impact

Safety Element

- 6.3-1 Facilitate cleanup programs at contaminated sites, particularly on properties with the potential to develop or be reused for public purposes.
- 6.3-2 Require applicants for development projects in a potentially contaminated location to perform inspection and cleanup if the site is found to be contaminated with hazardous substances.
- 6.3-3 Require project applicants of potentially contaminated sites to have the site inspected by a registered Environmental Assessor. Reports detailing the results must be submitted for City review, and level of remediation and cleanup must be in compliance with federal and State standards.

Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact

Environmental Sustainability, Health & Safety Chapter

- 6.4-1 Require remediation and cleanup of any contaminated sites in the Belmont Village Planning Area to levels required for the proposed new land use, where hazardous materials have impacted soil, surface water, or groundwater. Remediation and cleanup will be in compliance with federal and State standards. Documentation of the site investigation and cleanup must be provided to City staff during development project review.
- 6.4-3 Require proponents of projects within 100 feet of existing hazardous materials case sites or TAC [toxic air contaminants] stationary sources, or 300 feet of gas stations or perc dry cleaners, to investigate 1) the site's health risk, 2) applicable Air District risk standards, 3) use compatibility at the location in question (some kinds of uses might be at lower risk than others), and 4) potential feasible design-related risk mitigation measures. If the investigation results show that the health risk exceeds the Air District standards for toxic air contaminants, require project proponents to include design-

related risk mitigation measures, such as upgraded ventilation systems with high efficiency filters (air filters rated at a minimum efficiency reporting value (MERV) 13 or higher) or equivalent mechanisms, to minimize health risks for future residents. Existing stationary TAC sources are mapped in [Draft Belmont Village Specific Plan] Figure 6-3; however, project proponents are expected to check Air District databases for the latest data on stationary TAC sources and risk standards. Project proponents must provide evidence to the City of consultation with the Air District and the RWQCB in making refinements to project designs to reduce applicable hazardous materials and/or toxic air contaminant risk.

Proposed Climate Action Plan Measures that would Reduce the Impact

There are no strategies in the Climate Action Plan that relate to this topic.

Mitigation Measures

None required.

Impact

4.7-5 Implementation of the Proposed Project would not result in a safety hazard for people residing or working within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport. (Less than Significant)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

The San Carlos Airport is located approximately two miles southeast of the Planning Area. The Airport adopted an ALUCP per California law to ensure compatibility between the airport and nearby land uses. The ALUCP specifies that the entire Planning Area is located within Area A of the AIA, and the eastern portion of the Planning Area is within Area B of the AIA. State law requires that the airport land use commission review the General Plan for consistency between the ALUCP and the proposed land uses in Area B. The proposed General Plan and BVSP will be sent to the ALUCP upon release of the drafts for public review.

In addition, policies in the proposed General Plan further reduce the potential impact. Policy 2.16-1 requires new development located in the AIA to comply with land use compatibility provisions of the ALUCP, and Policy 2.16-2 requires the City to coordinate with the C/CAG and the FAA to protect public health and safety. While the CAP encourages solar and renewable energy projects that could present conflicts with aviation activity such as glint/glare, the proposed General Plan policies discussed above ensure that new developments meet FAA requirements and minimize safety hazards around the airport.

The Phase I Zoning does not have elements that are distinct from the overall Proposed Project as it relates to this impact. Based on implementation of existing State regulations, policies in the General Plan, and the ALUCP, the impacts of the General Plan, Phase I Zoning, and CAP are less than significant.

Impact of Belmont Village Specific Plan and Village Zoning

The BVSP area is entirely within Area B of the AIA. The General Plan policies and ALUCP discussed above apply within the BVSP Area to reduce the impact, and are reinforced by BVSP Policies 6.6-1 and 6.6-2, which are identical to proposed General Plan Policies 2.16-1 and 2.16-2 discussed above.

As a result of implementation of existing State regulations, policies in the General Plan and the BVSP, and the ALUCP, the impact of the BVSP and associated zoning regulations would be less than significant.

Proposed General Plan Policies that Would Reduce the Impact

Land Use Element

- 2.16-1 Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.
- 2.16-2 Coordinate with C/CAG and the FAA to protect public health, safety and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact

- 6.6-1 Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.
- 6.6-2 Coordinate with C/CAG and the FAA to protect public health, safety and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

Proposed Climate Action Plan Measures that would Reduce the Impact

There are no strategies in the Climate Action Plan that relate to this topic.

Mitigation Measures

None required.

Impact 4.7-6 Implementation of the Proposed Project would result in a safety hazard for people residing or working within the vicinity of a private airstrip. (No Impact)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

There are no private airstrips within the Planning Area. Therefore, implementation of the land use changes and policies consistent with the proposed General Plan and Phase I Zoning would have no impact related to the safety hazard for people residing or working in the vicinity of a private airstrip. The CAP does not have elements that are distinct from the overall Proposed Project as it relates to this impact.

Impact of Belmont Village Specific Plan and Village Zoning

The BVSP and the associated zoning regulations do not have elements that are distinct from the overall Proposed Project as it relates to this impact.

Mitigation Measures

None required.

Impact 4.7-7 Implementation of the Proposed Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

The City has an Emergency Response Plan that provides adequate response to disasters, including emergency ingress and egress, and defines the expected roles of City, County, and regional agencies. The San Mateo County LHMP and Belmont's appendix to the County LHMP identify potential hazards and strategies for mitigating the threat of hazards such as earthquakes, fire, and the effects of climate change.

The City of Belmont has also prepared an Emergency Preparedness Manual for residents to utilize to help them protect themselves, their families, and their possessions. In addition, the Belmont Fire Department supports a Community Emergency Response Team program, in which community members become trained in emergency management to be prepared to aid their community in case of an emergency.

Implementation of the proposed General Plan would result in new development and population growth, resulting in an increase in demand for emergency services, which could affect implementation of the LHMP. However, the General Plan includes policies that further reduce the

potential impact. Policies 6.7-2, 6.7-3, 6.7-4, and 6.7-5 require the City to keep the City's Emergency Response Plan and city ordinances updated and consistent with the most recent State laws and information, and Policy 6.7-1 requires the City to adopt and maintain an LHMP. The proposed General Plan also supports effective implementation of the emergency response plans. Policies 6.7-5, 6.7-9, and 6.7-3 support an effective response from the City in the case of an emergency by requiring that the City practice drills and ensuring facilities that are critical to protecting health and safety are operational during an emergency. In addition, Policies 6.7-6, 6.7-6, and 6.7-9 require the City to coordinate emergency preparedness with the County, the Mid-Peninsula Water District, and companies providing public utilities; Policies 6.9-1, 6.9-2, and 6.9-3 require the City to work to educate the public, school districts, and other vulnerable populations about emergency preparedness; and Policy 6.10-1 ensures that new roadways provide adequate access for emergency vehicles. These policies will help ensure that, in the event of an emergency, individuals are informed about relevant emergency response plans and emergency evacuation plans, and they remove barriers to plan implementation.

The Phase I Zoning and CAP do not have elements that are distinct from the overall Proposed Project as it relates to this impact.

Based on implementation of policies of the General Plan, the impacts of the General Plan, Phase I Zoning, and CAP are less than significant.

Impact of Belmont Village Specific Plan and Village Zoning

The General Plan policies discussed above apply within the BVSP Area, and would help reduce the BVSP's potential impact. In addition, BVSP Policy 5.5-2, which requires the City to work with the Belmont Fire Protection District to ensure all new development in the BVSP Area has adequate emergency access, would further reduce the Proposed Project's potential impacts by ensuring that new development does not impede evacuation routes or responses to potential emergency situations.

As a result of implementation of the policies of the proposed General Plan and the BVSP, the impact of the BVSP and associated zoning regulations would be less than significant.

Proposed General Plan Policies and Actions that Would Reduce the Impact

Safety Element

- 6.7-1 Adopt, maintain, and periodically update a Local Hazard Mitigation Plan, coordinating with regional planning efforts as possible.
- 6.7-2 Continue to monitor changes in the Federal Disaster Act and applicable State laws, keep City officials and residents aware of the impacts of these changes, and update as necessary the City's Emergency Response Plan, which provides adequate response to disasters, including emergency ingress and egress, and defines the expected roles of City, County, and regional agencies.
- 6.7-3 Update City codes and ordinances dealing with public safety and emergency preparedness and relief to comply with State law and reflect the latest information on hazards and mitigation strategies.

- 6.7-4 Continue to upgrade preparedness strategies and techniques in all departments so as to be prepared when a disaster, either natural or man-made, occurs.
- 6.7-5 Develop effective mechanisms for a coordinated response to natural and man-made emergencies by:
- Conducting regular emergency planning meetings and disaster preparedness exercises with City departments, the Fire District, the County, medical centers, and other emergency service providers and relevant public agencies;
 - Holding emergency drills that require all City staff to be adequately trained to handle different kinds of emergency scenarios; and,
 - Coordinating with the County on regional emergency communications.
- 6.7-6 Work with the Mid-Peninsula Water District to ensure that it has a plan and infrastructure for providing adequate water service and storage, including peak load water supply requirements, during and immediately after an emergency, including a major seismic event.
- 6.7-7 Require companies providing public utilities in Belmont to have plans for reestablishing service in the event of a major seismic event or other natural disaster.
- 6.7-8 Do not locate structures necessary for the protection of the public's health and safety, public assembly, or emergency services in hazardous areas, unless no reasonable alternative exists.
- 6.7-9 Ensure critical use facilities that are important to protecting health and safety in the community remain operational during an emergency.
- 6.9-1 Initiate periodic public information programs that explain the City's emergency preparedness programs, including the emergency communications system, evacuation routes, the importance of defensible space, the Community Emergency Response Teams, and shelter locations.
- 6.9-2 Promote programs to educate the public concerning the nature of earthquake, fire, and flood hazards in Belmont and measures that individuals can take to reduce risk.
- 6.9-3 Encourage school districts, agencies, and organizations that work with vulnerable populations, such as seniors, to develop and carry out education programs on disaster preparedness and response needs.
- 6.10-1 Ensure that new roadways are developed in accordance with standards in the Municipal Code (Sec. 7-11) requiring all-weather access prior to issuance of building permit. In all new development, require adequate access to be provided for emergency vehicles, including adequate widths, turning radii, hard standing areas, and vertical clearance; also require home addresses and street signage to be visible.

Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact

Infrastructure and Public Services

- 5.6-2 Work with the Belmont Fire Protection District to ensure that all new development in the Planning Area has adequate emergency access.

Proposed Climate Action Plan Measures that Would Reduce the Impact

There are no strategies in the Climate Action Plan that relate to this topic.

Mitigation Measures

None required.

Impact 4.7-8 Implementation of the Proposed Project would expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. (Less than Significant)

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

The proposed General Plan and Phase I Zoning anticipate and regulate infill development. Some of this new development could replace or upgrade existing structures built before modern building codes for fire safety and building systems were in place. Thus, implementation of the Proposed Project could result in the replacement of older facilities with newer facilities that would comply with modern building code requirements, including Chapter 9 (Fire Protection Systems) of the California Building Code, which requires such improvements as fire sprinkler systems and fire alarms.

Approximately half of the Planning Area is at risk for wildland fires. According to CAL Fire maps of fire threat potential, as shown in Figure 4.7-3, approximately one quarter of the Planning Area constitutes a High Fire Hazard and another quarter constitutes a Very High Fire Hazard. The Davis Drive Focus Area and a portion of the Carlmont Village Focus Area are located in these hazard areas.

Development in these areas would be consistent with Belmont's Fire Code. These requirements reduce the threat to developed areas. In addition, the General Plan proposes policies that address the Urban/Wildland Interface Zone, wildland fire risk, and fire-fighting facilities and services. Policy 2.14-3 requires the City to create design standards for the interface between open spaces and neighborhoods, which would include standards for "Defensible Space" development to reduce wildfire risk, and Policy 6.6-9 requires development located within the VHFHSZ to maintain 100 feet of defensible space; Policies 4.4-7 and 5.1-3 reduce wildland fire risk through maintenance of public spaces to prevent accumulation of fuel for fires, and require the City to continue programs to reduce the fire danger in open spaces, such as establishing buffers between development projects and adjacent natural areas as well as establishing clear boundaries between open space and private property; Policies 6.6-1 and 6.6-6 support the Belmont Fire Protection District's fire protection services in the WUI so that resources will be allocated to fire protection; policy 6.6-2 requires the City to work with the Mid-Peninsula Water District to ensure capacity to fight wildland fire

scenarios to reduce the risk from new fires; and Policy 6.6-7 requires the city to participate in State and regional legislative and regulatory efforts to manage the Wildland Urban Interface. In addition, several policies, including 6.6-3, 6.6-4, 6.6-5, 6.6-8, 6.6-9, 6.6-10, and 6.6-11 require the City to continue practices that reduce the threat of fire for new development. Taken together, the policies will help reduce the risk of fires starting and will allocate resources for fighting any fires that do happen to occur within the Planning Area, reducing the significant risk of loss associated with wildfires.

The CAP does not have elements that are distinct from the overall Proposed Project as it relates to this impact.

Based on implementation of the policies of the General Plan, the impacts of the General Plan, Phase I Zoning, and CAP are less than significant.

Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan

The General Plan policies discussed above apply within the BVSP Area, and the BVSP and the associated zoning regulations do not have elements that are distinct from the overall Proposed Project as it relates to this impact.

As a result of implementation of the policies of the proposed General Plan and the BVSP, the impact of the BVSP and associated zoning regulations would be less than significant.

Proposed General Plan Policies and Actions that Would Reduce the Impact

Land Use Element

- 2.14-3 Create clear design standards for the interface between open spaces and neighborhoods, especially in the Urban/Wildland Interface Zone. Standards should identify the margin of open space needed to allow wildlife, recreation, and aesthetic values to flourish while also reducing threats of fire and invasive plant species. Incorporate “Defensible Space” standards as needed in areas of high wildfire risk.

Parks, Recreation, and Open Space Element

- 4.4-7 Continue programs to reduce the fire danger in the open space.

Conservation Element

- 5.1-3 Reduce risk of wildland fire, ecological succession, and pathogen threats (such as Sudden Oak Death) through active maintenance of public spaces and education and enforcement of development standards on private property.
 - Action 5.1-3.a Develop consistent design standards for the interface between open space and the adjoining neighborhoods, and neighborhoods and the Urban/Wildland Interface Zone. Identify standards for the margin of space needed to allow wildlife, recreation, and aesthetic values to flourish while also reducing the threats of fire and invasive plants.
 - Action 5.1-3.b Establish standards for development projects, where appropriate and warranted, to incorporate natural features (such as hedgerows and wooded strips) to serve as buffers for adjacent natural areas with high

ecological value. Include standards for fencing, brush clearing for fire prevention, and trails.

Action 5.1-3.c Establish clear boundaries between public open space and private property through the use of boundary markers or other appropriate methods.

Safety Element

- 6.6-1 Support efforts by Belmont Fire Protection District to meet its response time standards throughout Belmont, especially in areas in the Wildland Urban Interface.
- 6.6-2 Work with the Mid-Peninsula Water District to maintain adequate water supply for firefighting, including capacity for peak load under a reasonable worst case wildland fire scenario, to be determined by the Belmont Fire Protection District. In evaluating sites for new water storage facilities, place a priority on locations least subject to impacts from seismic activity and landsliding.
- 6.6-3 Continue to review development proposals to ensure that they incorporate appropriate fire-mitigation measures, including adequate provisions for evacuation and access by emergency responders.
- 6.6-4 Continue the Belmont Fire Protection District's participation in plan review of new buildings in potentially fire-prone areas.
- 6.6-5 Continue to require a fire prevention inspection of all buildings used as commercial businesses, places of assembly, multi-family residences, and hotels within the Belmont Fire Protection District's boundaries.
- 6.6-6 Promote and support the Belmont Fire Protection District's Vegetation Management Program to reduce fire hazards, particularly in areas in the Wildland Urban Interface.
- 6.6-7 Continue to participate in State and regional efforts to develop a clear legislative and regulatory framework to manage the Wildland Urban Interface.
- 6.6-8 Continue educating the public about local fire hazard prevention programs, including landscaping with fire resistant plants between residential and open space areas, weed control, brush control, controlled burns, and placement of trails and roads to serve as firebreaks. Work cooperatively with the Belmont Fire Protection District to promote public awareness of fire safety and emergency life support.
- 6.6-9 Continue to require development located within the VHFHSZ to maintain 100 feet of defensible space consistent with California Government Code section 51182.
- 6.6-10 Continue to require development located within the Wildland Urban Interface (WUI) to follow the code requirements in Chapter 7A of the California Building Code, and require buildings to be constructed of ignition-resistant materials and methods.
- 6.6-11 Lessen the risk of wildfire and maintain clear and safe access and evacuation routes in areas of high and very high fire hazard severity by continuing to enforce Belmont Municipal Code section 7-401, which classifies nuisances as, in part, overgrown vegetation; dead, decayed, diseased, or hazardous trees, firewood; weeds and other vegetation that may be a fire hazard.

Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact

There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area.

Proposed Climate Action Plan Measures that would Reduce the Impact

There are no strategies in the Climate Action Plan that relate to this topic.

Mitigation Measures

None required.

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